



Hongkong Daily Press.

ESTABLISHED 1857

ON SALE
THE
 DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition \$10.00
Small... 6.00
Aeratic in all the Foreign
Settlements throughout the Far
East.

N. 15,880 號六十八百六千六萬第 日八十二月八年三統宣 HONGKONG, THURSDAY, OCTOBER 19TH, 1911. 四拜禮 聖九十月十年一一百九十一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS.

NEW

PIANOS

ON HIRE

AT

\$10 PER MONTH

TUNING AND REGULAR

ATTENTION INCLUSIVE.

S. MOUTRIE & CO.,
LIMITED.

[a30-2]

CHINA MUTUAL LIFE
INSURANCE CO. LTD.,
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATSON, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.

Insurance in Force \$39,571,465.00.
Assets 9,872,530.00
Income for Year 3,862,071.00
Total Security to Policyholders 9,520,050.00

LEFFERTS KNOX, Esq., Hongkong Can-
District Manager. ton, Macao
S. W. TAPE, Esq., and the
District Secretary. Philippines.
Alexandria Building.

C. LAWDER, Esq., Inspector Hongkong.

Advisory Board: Hongkong.
Sir PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAFRENTZ, Esq.

[a351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.

In Casks 375 lbs. net
In Bars 250 lbs. net
SHEWAN, TOWES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a798]

SINGON & CO.

IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchandlers. Nos. 35 & 37,
King Loong Street (2nd St., west of Central
Market). Telephone No. 515. [565]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. 8.00 a.m... Every 15 minutes.
6.00 a.m. to 10.00 a.m... Every 10 minutes.
10.00 a.m. to 11.00 a.m... Every 15 minutes.
11.30 a.m. to 12.45 p.m... Every 15 minutes.
12.45 p.m. to 1.15 p.m... Every 10 minutes.
1.15 p.m. to 1.45 p.m... Every 15 minutes.
1.45 p.m. to 2.15 p.m... Every 10 minutes.
2.15 p.m. to 5.00 p.m... Every 15 minutes.
5.00 p.m. to 8.10 p.m... Every 10 minutes.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.
6.00 a.m. to 10.30 a.m... Every 15 minutes.
10.30 a.m. to 11.00 a.m... Every 10 minutes.
11.45 a.m. to 12.00 p.m... Every 15 minutes.
12.00 p.m. to 1.00 p.m... Every 10 minutes.
1.00 p.m. to 5.00 p.m... Every 15 minutes.
5.00 p.m. to 6.00 p.m... Every 10 minutes.
6.00 p.m. to 7.00 p.m... Every 15 minutes.
7.00 p.m. to 8.10 p.m... Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong 16th June, 1911. 1223

P. & O. Steam Navigation Co.

HOMeward PASSENGER SEASON 1912.

S.S. "INDIA." (8,000 TONS.)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912 CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT MARSEILLES

LONDON APRIL 13TH.

APRIL 20TH.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East. FARES TO LONDON.

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND £48.8 " £72.12 "

For Further Particulars apply to

E. A. HEWETT,
SUPERINTENDENT

[a1085]



MITSUBISHI DOCKYARD AND ENGINE WORKS.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers. Manufacturers of Centrifugal Condenser, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks Breadth at Entrance Depth of Water on Keel-Blocks.
Keel-Blocks on Bottom.
3 Dry Docks (No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.

No. 1. 7,000 Tons. No. 2. 12,000 Tons.

Max. Length of Ship taken in 460 Feet 580 Feet.

Breadth " 56 " 66 "

Draft " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANYORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a761]

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

WAREHOUSE DEPARTMENT.—Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, & 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

DRY DOCK DEPARTMENT.—

136 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs, brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet

INTIMATION

**A. S. WATSON
& CO., LTD.**

ESTABLISHED 1841.

WINE & SPIRIT MERCHANTS.

CLARET.

	Per Case	Per Case
	1 doz. Qts.	2 doz. Pts.
St. ESTEPHE	... \$10.40	\$11.40
St. JULIEN	... 12.40	13.40
LA ROSE	... 15.40	16.40
CHATEAU HAUT BRION LARRIVET	... 21.40	22.40
CHATEAU MOUTON D'ARMAILHACQ	... 25.40	26.40
CHATEAU PONTET CANET	... 28.00	—
CHATEAU LA TOUR CARNET	... 33.00	—
CHATEAU RAUZAN	... 47.00	—
CHATEAU LAFITE	... 53.00	—

The above Clarets, imported from the well known firm of CHAS. RANCOURT ET FILS, ARE OF EXCEPTIONAL VALUE and Guaranteed to be genuine Chateau Wines of Fine Vintage.

Clarets from the celebrated Chateaux above mentioned are too well-known to connoisseurs to need further comment, and we can confidently recommend them as mature and in fine condition.

**A. S. WATSON & CO.
LIMITED,**

ALEXANDRA BUILDINGS.

(25)

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

An anonymously signed communication that has already appeared in other papers will be ignored.

Words for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS

Codes: A.B.C. 5th Ed. Lieber

P. O. Box, 34. Telephones No. 12.

HONGKONG OFFICE: 10A, DES VERTS ROAD C

LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 19TH, 1911.

We reproduce to-day from *Eastern Engineering* an article on "The Progress of British Enterprise in China" which is well worth attention, especially in the Foreign Office and the Board of Trade. The writer, a Mr. Enoch Brighten, who is apparently well-known in engineering circles in North China, in spite of the heading given to the article, suggests that there is a tendency to decline rather than progress exhibited in British enterprise in China, and the object of the article may be said to be to point out that our educational activities in China are misdirected. Every year, he says, many thousands of pounds of British money find their way into China, for educational purposes, but Mr. Brighten affirms that the money is not spent to the best advantage. "Germany and other countries," he remarks, "are also spending large sums of money in China for the same purpose, but the difference between the German method and our own is that every penny spent by those countries on Chinese Education is laid out definitely and intelligently with a view to producing certain results which will benefit the business man of the *Vaterland*, while ours is too often squandered irrationally without any system or forethought, and will produce no such results." He goes on to say that perhaps the best instance to emphasize this point is to be found in the proposed new Universities to be provided by British

Capital in China. "From all accounts," he says, "the system of Education to be employed there is of the higher class," by which he evidently means that the education will be along Oxford or Cambridge University lines. So far as the Hongkong University is concerned—and Mr. Brighten can hardly have failed to include this project—his statement is incorrect. In the Memorandum in which H.E. THE GOVERNOR set forth the objects of the University it is explicitly stated that the model on which the University will be based will approximate rather to that of Birmingham or Leeds than to that of Oxford or Cambridge or Calcutta. "Our Faculty of Science should deal rather with the application of science to industries and with its commercial utility, than with its abstract and theoretical branches." The many special advantages Hongkong has to offer in this connection have been frequently emphasized.

Sir Frederick Lugard in his Memorandum observed that the dockyards and electrical and other works in the Colony will afford practical instruction which can hardly be rivalled in China for very many years, while "in the Medical Faculty more especially, Hongkong can offer facilities for practical anatomy in the dissecting room which Chinese prejudice, at present, at any rate, precludes in China." Mr. Brighten in writing as he has done of University projects in China must have left out of his consideration the most important and the most promising of them all. In the Hongkong University Medicine will take the first place, because the Hongkong College of Medicine forms the nucleus of the scheme. Applied Science comes next, and the University in the years to come should be of incalculable service to China in training up Engineers, Surveyors, Electricians, &c., for the railways and the mechanical works which are now being inaugurated in every part of the Empire. The establishment of a Degree of Arts is a subject for future consideration, but we are by no means in agreement with Mr. Brighten in belittling the value of this branch of education which is intended to include subjects of practical utility, International Law and Treaties, Geography, Comparative History, and Chinese Literature and Classics. Nothing is more certain than that the present convulsion in China will advance the cause of good government, no matter whether the Empire remains under Manchu rule or becomes a confederacy of Republican States. An anti-dynastic rising means revolt against misrule. It is maladministration that has bred and fed discontent and rebellion, and China's supreme need therefore is government by officials who combine high character with enlightened views. Inasmuch as industrial and commercial progress is so largely dependant on the character of the administration, it is as important that the Universities now being established should turn out capable men for employment in the government of China as it is that they should furnish men with theoretical and practical knowledge for the vast field of engineering work which is gradually being opened up, and we trust that in due time among the alumni of the University of Hongkong will be found administrators and statesmen as well as engineers and doctors.

H. M. S. *Astraea* arrived yesterday from Yokohama. The *Minotaur* is at Amoy.

We learned from the Colonial Secretariat last evening that the quarantine imposed against arrivals from Amoy has been withdrawn.

Major A. S. Begbie, 8th Rajput, arrived at Hongkong on 11th October, and assumed command of the regiment the following day.

Capt. W. H. Johnston, General Staff Officer, 3rd Grade, arrived on the 16th instant from Tientsin, for duty with the General Staff branch.

At the Magistracy yesterday Mr. Hazelwood fined sixteen gamblers, who were arrested in a village near Shaukiwan, \$3 each, or seven days' imprisonment, for playing a gambling game.

For stealing a jacket from 220, Queen's Road East, Mr. Hazelwood at the Magistracy yesterday sentenced a Chinese to six weeks' imprisonment and four hours' stocks. Another native was charged before his Worship with selling opium at Wanloai, and was ordered to pay a fine of \$50, the alternative being one month's imprisonment.

It is reported that the Japanese Government contemplate the installation next year of wireless telegraph apparatus on twenty steamers employed in European and Australian services, also the establishment of two new stations. One of the latter is to be situated off Noto in the Sea of Japan and the other in the Inland Sea. The estimated cost is Yen 200,000.

Mr. E. Cornwall Lewis, who has been acting Postmaster-General since Mr. Messer went on leave, left by the *Dorflinger* yesterday for London, acting on the advice of his medical adviser, Mr. Lewis deeply appreciated the many kind inquiries made during his recent illness, and we are asked to mention that his hurried departure precluded him from sending replies.

Northern papers state that the Viceroy of Canton recently sent a memorial to Peking setting forth views in opposition to an order for the abolition of the old-style provincial troops. The Viceroy contends that it would be unwise to insist on this order while the modern troops are numerically weak and half-trained.

The sailing ship *Eclipse*, which arrived at Hongkong some months back with a cargo of case oil for the Standard Oil Co. of New York, started on her return trip to New York yesterday morning. The voyage takes approximately 140 days under ordinary conditions, but given favourable winds and a modicum of luck it is possible to reduce that period by some days. Captain White, who is in command of the *Eclipse*, has made several voyages to Hongkong, and is one of the most popular sailing skippers visiting the port. His many friends in Hongkong wish him a safe and speedy voyage.

REVOLUTIONARY DISTURBANCE IN HONGKONG.

A disturbance, which was happily nipped in the bud by the police before it had time to grow to any alarming extent, occurred in the City yesterday morning. Yesterday was the anniversary of the birthday of Confucius, and was observed as a holiday by many Chinese merchants, whose closed shops were decorated with flags. Among the bunting naturally figure early in the day the Imperial flag of China and it was the flying of this flag which started the trouble.

The police at West Point first became aware of the revolutionary tendency of the mob. Policemen on duty saw it gathering and wending its way along the principal streets, but were at a loss to understand the cause of the commotion until they observed the hauling down of a number of Dragon flags. At about 11 a.m. there was a great uproar in the vicinity of the Supreme Court, and the police who rushed out to restore order saw a gathering of about 400 Chinese bent on tearing down the Imperial flag from any scheme of decorations in which it was a part. Two of the ringleaders of the mob were arrested, and the crowd itself was promptly scattered. A special patrol of police was then put on duty, and the small disturbance which might have developed into a riot was soon ended.

THE SLAVE TRADE OF CHINA.**INTERESTING DEED OF SALE.**

The following interesting Chinese deed of the sale of a girl was read in the course of the hearing of a kidnapping case before his Honour the Acting Chief Justice and a jury at the Supreme Court yesterday:

We the mediators of (this) perpetual deed for the absolute sale of a niece (the daughter of sister-in-law) are Chan A Ping (her) maternal uncle and Lau Shi his (Chan A Ping's) wife, native of Tsang Shing district, and Li Lin Tai, the girl's oldest sister. On account of urgent necessities (Li Lin Tai) was willing to let her younger sister named Li Kin Tai, born at the Ts'au hour on the 26th day of the 2nd moon of the Ki Hoi year be first (offered for sale) to clanmen and others alike; but none of them would like to buy her. Then by the introduction of mediators—Tsang A Han and Shui A Kwai—the Ip Tak Wo Tong, it is agreed by them to accept the sale (of the girl) as a servant. It is distinctly agreed that the consideration price is \$126, each at the weight of 7 (mae) 1 (candareen). It is expressly agreed to in the presence of three parties and with the consent of both sides. The transaction has this day been completed in the presence of all parties. The deed and (consideration) money have been mutually handed over without leaving anything owing. After the sale the buyer shall be at liberty to alter her name for service, and when she is grown up to open negotiation for her marriage. Should there be any doubt as to her antecedents the vendor and the mediators shall have to clear it, and the purchaser is not to be concerned (in the matter). Either party must regard all mishap or kidnapping, if any, as the will of heaven. After purchasing this it is not a case of kidnapping, fraud, compulsion, or in satisfaction of a debt, etc. Least words of mouth should bear no evidence, this deed of sale is clearly made and handed over to the Ip Tak Wo Tong to be kept as proof.

Recently received by the hands of Chan A Ping and his wife Lau Shi—the sum of \$126, each at the weight of 7 (mae) 1 (candareen) being the consideration money for sale of the girl.

Mediator Tsang A Han (finger mark).

Shui A Kwai (finger mark).

The person making this deed for sale of girl Chan A Ping's own pen.

Lau Shi's finger mark.

Sam Tsung third year intercalary, 6th moon 30th day.

THE KING OF SIAM'S CORONATION.**KING GEORGE'S REPRESENTATIVE.**

The King has selected his Sonore Highness Prince Alexander of Teck, G.C.B., G.C.V.O., D.S.O., to represent his Majesty at the Coronation of the King of Siam in December.

His Sonore Highness will be attended by the following gentlemen:

Lieutenant-General Sir J. M. Grierson, K.C.B., C.V.O., C.M.G.

Vice-Admiral the Honourable Stanley Colville, C.V.O., C.B., and

Mr. Beily Alston, of the Foreign Office.

The Times says it has reason to believe that Mr. Alston will not return to the Foreign Office after the ceremony in Bangkok, but will proceed to Peking to take the place of Mr. W. G. M. Miller, Counsellor of the Legation. Mr. Miller, who is at present in England on leave of absence, will take Mr. Alston's place at the Foreign Office.

TELEGRAMS. TELEGRAMS.**[DAILY PRESS' EXCLUSIVE SERVICE.]****THE REVOLUTION.****FIGHTING BEGAN.**

PEKING, October 18th.

Reports received at the Legations state that a rebel force crossed from Wuchang yesterday evening, proceeded up the Han river, and is attempting to take General Chang Piao, whose camp is near the Belgian Concession, in the rear.

Fighting between the rebels and the Imperialist troops and gunboats began this morning, but the result has not been ascertained.

Women and children have been advised to leave Hankow.

General Chang Piao was in charge of the garrison at Wuchang when the rebels captured the city, and managed to escape, when his troops mutinied. He was cashiered by Imperial Edict but presumably, like the Viceroy, he has been given an opportunity to retrieve his reputation.

[THROUGH REUTER'S AGENCY.]**STRENGTH OF THE FORCES.**

LONDON, October 18th.

Two thousand Wuchang rebels with batteries have crossed the Yangtze and disappeared up the Han river.

It is estimated that 4,000 Imperialist troops are North of Hankow. They are splendidly drilled and equipped, and are now in the vicinity of the Race Course awaiting re-enforcements.

The rebels at Wuchang are marching to attack the Imperialists, and a battle is believed to be imminent.

Admiral Winslow has arrived at Hankow in H.M.S. *Alacrity*, and five extra foreign warships have arrived there.

FALL OF NANKING EXPECTED.

LONDON, October 18th.

Reuter's correspondent at Peking wires that the American Consul at Nanking telegraphs that the fall of that city is imminent, and requests the despatch of a warship.

Reuter's correspondent at Hankow wires that the slaughter of the Manchus has apparently ceased, the Revolutionary leaders having issued a proclamation ordering their followers to spare all who submit.

Two Republican newspapers have started. A revolutionary force outside Kiukiang is demanding the surrender of that city.

ACTIVITY OF THE HUNGHTZE.

Reuter's correspondent at Peking wires that the order suspending passenger traffic on the Peking-Tientsin line has been cancelled, and that a train each way is allowed daily.

A significant feature of the reports here is the announcement that Manchu women are changing into Chinese dress.

The turbulent Hunghtze tribesmen are most active in North Manchuria, and Russian troops have been ordered to check their advance immediately.

GERMANS CLASH WITH A CHINESE MOB.

Reuter's correspondent at Berlin says it is officially announced that landing parties from the German warships *Leipzig*, *Tiger* and *Vaterland*, in company with German volunteers at Hankow, are engaged in street fighting with a Chinese mob.

LATER.

Reuter's correspondent at Berlin says it is understood that other foreign bluejackets participated in the street fighting at Hankow.

AUSTRALIAN WARSHIP FOR HANKOW.

An Australian warship sails to-morrow for Hankow.

THE REGENT OF BAVARIA.

LONDON, October 18th.

Anxiety is being felt regarding the Regent of Bavaria, who has contracted an attack of bronchitis from a cold caught last week while stag shooting. The Regent is a nonagenarian.

FOOTBALL.

The Royal Garrison Artillery and Royal Engineers played a friendly game on Tuesday on the military ground, the result being a win for the R.G.A. by four clear goals. Both sides were experimental with a view to infusing new blood into the team, as several of last year's players will shortly be leaving for home. It was soon apparent that the Artillery were the stronger side, as they did the bulk of the attacking, the R.E. rarely getting into their opponents' territory. The opening score, however, was long delayed, as it was not till half an hour had elapsed when *Melis* sent in a stinging shot which struck the inside of the upright, Vincent putting through on the rebound. The teams crossed over without any further addition to the score. The second half resolved itself into a practice for the R.G.A. sharpshooters, shot after shot being rained on McGregor, who, however, was very safe and could not be blamed for any of the goals which were scored. Vincent (2) and Richards added further points in this half, the final score being R.G.A. 4; R.E. nil.

R.G.A.—Caine; Daugtry and Archer; Norton, Richards and Hart; Driver, Ingram, Vincent, Melis and Woodbridge.

R.E.—McGregor, Durant and Cockburn; Budd, Mason and Swinton; Beat, Smith, Jackson, Nichols and Morgan.

THE DROUGHT AND THE DURBAR.

SUPREME COURT.

Wednesday, October 18th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

ALLEGED CHILD-STEALING.

Lau Fan, alias Lau Ping Fan, was indicted on a charge of stealing a child 13 years of age.

Prisoner pleaded not guilty, and the following jury was empanelled:—Messrs. G. R. Edwards (foreman), A. C. Diss, H. Davidson, S. G. Newall, O. Wagner, A. Crawford and H. Haines.

The Attorney-General (Hon. Mr. C. G. Alabaster), instructed by the Crown Solicitor (Mr. J. H. Komp), appeared for the Crown, and prisoner was undefended.

The Attorney-General informed the Court and jury that the prisoner was charged with kidnapping a child 13 years of age on September 28th last. The child's parents were dead, and some time about or before August last the prisoner obtained possession of the child from the child's relatives in China, and sold her to a woman living in Hongkong through the woman's brother-in-law. All the formalities of a Chinese sale were gone through. A deed was prepared, consideration was stated, the witnesses' names were put down, and the brother-in-law after paying over the money took the child and handed her over to her new mistress in Hongkong. Apparently the child was quite happy and contented in her new home. She was sent out on September 27th to buy rice, and a woman enticed her into a house. The child was taken to Yau Ma Tei, where she saw the woman who originally sold her. She stayed at Yau Ma Tei for the night, and next day was taken aboard a Canton steamer by the prisoner, who was arrested while trying to conceal its face to prevent its being recognised. When charged at the Police Station the prisoner said an old woman asked her to take the child to Canton. The Crown's case was that the woman sold the girl originally, and having got the purchase price went and stole her again in order to get the purchase price nothing.

Evidence was opened, and while the second witness was in the box,

His Lordship asked the Attorney-General:—Is there any case I can possibly leave to the jury here?

The Attorney-General.—There is a clear case of leading away.

His Lordship.—This deed has no effect whatever. It may be fraud on the woman who bought her, and I think it is very probably a case of flying the white pigeon. A relative sold her.

The Attorney-General.—The prisoner is not a relative.

His Lordship.—A relative of her mother; the girl said so herself.

The Attorney-General.—This deed of sale is absolutely good.

His Lordship.—A transaction of this sort is wholly void here. All this woman has done is to deprive a woman, who had no right whatever, of the custody of the child.

The Attorney-General.—There is no evidence that the prisoner is entitled to the custody of the child. That deed is an admission that the natural guardians of the child have renounced their rights as guardians.

His Lordship.—They cannot do that. Her relations can come and ask in this Court for her.

The Attorney-General.—Is your Lordship prepared to order that the child should be handed over to this woman?

His Lordship.—That is quite another matter. The child should be handed over to the Registrar-General.

The Attorney-General.—In flying the white pigeon the white pigeon is a consenting party.

His Lordship.—It may not be. Supposing it was a baby?

The Attorney-General.—A baby has no volition, and this child was not a consenting party, for her mistress treated her well.

His Lordship.—It is very likely that she did, but that is a matter for the Registrar-General.

The Attorney-General.—It seems to be putting a great premium on this, but if your Lordship so directs I offer no further evidence.

His Lordship.—Supposing the jury found it not guilty, and the prisoner was discharged.

viving some minutes to get free, then he went into the street. He was bleeding at the mouth, and the wire of the gag was still fastened in his mouth when he arrived at the police station and reported the occurrence. The first man arrested was Chan Ping, who was convicted at the last Sessions.

After hearing evidence the jury returned a unanimous verdict of not guilty, and prisoners were discharged.

KIDNAPPING.

Leung Ping Shan and Lau Kai Fu, were charged with kidnapping.

Prisoners pleaded not guilty, and the same jurors were sworn in.

The Attorney-General said there were two counts against the prisoners. The first charged them with kidnapping a little boy seven years of age, and the second with detaining him aboard a British ship. The mother of the boy would say that on September 29th she missed her son, who was sitting down outside her house in Ship Street, and made a report to the police. The principal tenant of the house would say that on the 27th prisoner arranged to live there, paid a month's rent in advance and moved in on the following day, when he was accompanied by the second defendant. On the 29th the first defendant left the house, and just after his departure the child was missed. At 9.15 p.m. that day a Chinese constable on board the *Wing On* noticed the defendants sitting down on board, and the small boy lying behind them with his face covered with a jacket. He questioned them, and not being satisfied with their answers questioned the boy, who said the prisoners were taking him to a place where European meals were served. The constable asked the defendants' names together, the captain looked them up, and they were brought back to the Colony in the same ship.

The jury, after hearing the evidence, found the first defendant guilty on both counts, and the second defendant guilty on the first count.

His Lordship sentenced the first defendant to five years' imprisonment on each count, the sentences to run concurrently, and the second defendant was sentenced to three years' imprisonment.

ALLEGED KIDNAPPIING.

Chung Tun, a bean curd seller, was charged with stealing a child under the age of 14 years.

The Attorney-General stated that in this case the prisoner was only charged with detaining the child, as the first portion of the offence was committed outside the Colony. The child was ten years of age, and a man. She entered a convent in China at the age of three years, after her father died. The prisoner had been a bean curd seller in the neighbourhood of the convent and sold her wares to the inmates. In September, one of the girls, one 18 years of age, and the girl mentioned in the charge, disappeared. The elder girl was recovered soon after, and the younger remained at large until a few days ago.

The woman told a peculiar story at the Magistracy. She said that the older girl had no hair and did not like the life of a nun, which she said was too hard. She said her old mistress had gone and the new one cruelly beat her. The girl ran away for a couple of nights, one of which she spent with a prisoner, who advised her to go to the God of the Temple of the Earth. The priest discovered her there and sent her back to the convent. Later on the girl came back to prison and said that there was a young girl in the convent who wanted to get away and go to someone's house as a daughter. A few days afterwards she heard that a merchant in Des Vaux Road required a daughter, so she brought the girl to him. No force was used, and when she saw that the girl was happy she returned to her business outside the convent. The nun then accused her of kidnapping the child. This story told of a practical arrangement between the prisoner and the elder girl to go away, taking the younger one to pay expenses.

After hearing evidence the jury returned a verdict of not guilty, and the prisoner was discharged.

DIVORCE IN JAPAN.

THE EFFECT OF FEMALE EDUCATION.

An article on this subject appears in the September number of the *Edojo Zasshi* (Unitarian) which deals with the whole subject of divorce in the East and the West regarded from a religious, ethical and economic point of view. From the statistics quoted by Mr. O. Miyada, the writer of the article, we (*Japan Mail*) extract the following figures. In 1870 the proportion of divorces to the total number of marriages was 84 in every ten thousand; in 1890 it had risen to 148, and in 1900 it reached 260. Comparing these figures with those of other countries, we find, says Mr. Miyada, that not only do we surpass every country in Europe, but what is more we even surpass America.

In the Western countries public opinion on the subject of divorce may be classified under three headings, says Mr. Miyada. (1) There are Roman Catholic and Protestant ritualists who hold that divorce is not allowable under any circumstances, that death alone can separate man and wife. (2) There are Protestant countries where the law allows divorce for certain specific reasons without rendering the process of obtaining a legal separation by any means easy. A (3) there are certain States in America and certain Socialist bodies which hold that divorce should be rendered as easy as possible. A professor of Sociology in the Nebraska University has recently been advocating this view, contending that not till this is done can existing social evils be cured. One thing is certain, divorce is on the increase throughout the civilised world and in modern times the applications for divorce sent in by women are much more numerous than those sent in by men. This is largely the result of the progress of female education, which has placed women in a position of greater independence than they formerly occupied. As regards Japan, there is no doubt that the new ideas imported from the West have on the whole tended to the increase of divorce. Our girls have been taught that they ought to be more independent and self-respecting, that they should demand liberty to choose for themselves what course they will follow. The doctrine of the great superiority of the male sex is no longer generally taught in schools or insisted on from the pulpit and the platform. The objections felt to the old method of arranging matches without consulting the women concerned is removed to-day by girls educated in our modern schools. There are many indications, says Mr. Miyada, that our modern education has arrived in the direction of developing the intellectual faculties of girls to an excessive degree, while neglecting to instruct them in their duties to society and their families.

The Attorney-General said the two prisoners were charged with having, in company with another man named Chan Ping and certain other unknown persons, robbed a building contractor on August 7th. This contractor lived at Ship Street, and on August 2nd the second prisoner and man named Chan Ping went to his shop and asked him to go to Observation Place to effect some building repairs. The contractor went there and executed the work. On the 7th of the same month Chan Ping again called on the complainant, and said he wanted him to go to Tsimshatsui and repair a house there. Quite unexpectingly the contractor went to this house, in which he saw both the prisoners and one or two other men. He was taken over the house and told what to do, and suddenly the whole party made a violent attack upon him, robbed him of everything he had, bound and gagged him, and departed. It took the

PROGRESS OF BRITISH ENTERPRISE IN CHINA.

The following article has been contributed to *Eastern Engineering* by Mr. Edgcumbe Brighton.

Many publicists have discussed from very different standpoints upon the theme of British policy in China. There are naturally varying aspects of this question just as there are varying opinions, for the subject is full of complications. Such writers, however, have too often sacrificed fact for theory, and have almost invariably ignored the Chinese view of the situation. That was all very well when the Chinese were totally ignorant of Western ways, and, consequently, were incapable of forming an accurate estimate of the foreigner and his methods. But now there is a big and ever-growing Chinese community whose opinions and criticisms of foreign business matters are worthy of consideration.

It is in order that the views of some of the more Westernised Chinese should be brought before business Englishmen that this article is written. For several years I have been in close and constant touch with the better class and most enlightened of the Chinese business men, and their views as to our methods of tackling the Chinese engineering puzzle, together with the advancement of the British engineering trade, should be of interest to engineers in the Home Country.

It has often been my lot to discuss with Chinese who are pro-British by virtue of their having been educated in England, and by them the suggestion has often been made to me that someone should point out emphatically their views with regard to those phases of British effort in China which from their point of view have either been neglected or misdirected. One of the most important of these has to do with our efforts to educate the Chinaman. Every year, many thousands of pounds of British money and their way into China for educational purposes, and there is no question that, if properly applied, that money could do a very great deal towards strengthening the ties between the Chinese and the British to the advantage of both. Germany and other countries are also spending large sums of money in China for the same purpose, but the difference between the German method and our own is that every penny spent by those countries on Chinese education is laid out definitely and intelligently with a view to producing certain results which will benefit the business men of the Vaterland, while ours is too often squandered irrationally without any system or forethought, and will produce no such results.

Perhaps the best instance to emphasise this point is to be found in the proposed new Universities to be provided by British capital in China. From all accounts the system of education to be employed there is of the higher class. This my Chinese friends maintain is a mistake, because the men who take and will take high official positions will in any case have to pass the present Chinese examinations, by which nearly all promotion is gained. Therefore comes the question, which system would give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a deputation to visit China, as far as possible, except that which filters through from the different Consulates, and I ask, is it likely that any firm is going to give away information as to a contract which would simply bring in further complication? Another point worthy of mention is the Commercial Reports circulated by the Commercial Intelligence Department of the Board of Trade. The attaché slates up a report after varying delays it appears some time or other, and the more energetic manufacturers mail it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturer at home, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present acting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

<p

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and no other business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed.-Lieber's.

NEW ADVERTISEMENTS

NOTICE.

THE TELEPHONE DIRECTORY for 1912 is now in course of preparation, and Subscribers requiring any alteration thereto, or intending New Subscribers are requested to communicate their wishes to the undersigned within the next 14 days.

THE CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.,
Hongkong, 19th October, 1911. [1280]

MINISTERING CHILDREN'S LEAGUE
UNDER THE PATRONAGE OF
HIS EXCELLENCY THE GOVERNOR
AND LUGARD.

A BAZAAR and FANCY FETE will be held by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on TUESDAY, October 31st from 2.30 to 7 P.M.

MANY NOVELTIES SUITABLE FOR CHRISTMAS PRESENTS.

3.45 P.M.—Children's Variety Entertainment.
5.30 P.M.—Action.

6.15 P.M.—Variety Entertainment.

If wet the Bazaar will be held in the Volunteer Headquarters.

Proceeds to be divided amongst various local charities for children and the Hongkong Cut in the M.C.L. Home at Ottershaw, Surrey.

NO CHITS TAKEN.

Hongkong, 19th October, 1911. [1279]

WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms.
123,
Care of "Daily Press" Office.
Hongkong, 3rd October, 1911. [1232]

AUSTRALIAN BUTTER.

There is nothing better than the best.
We keep it.
Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm, and cold as ice.

THE DAIRY FARM CO., LTD.
[36]

A LING & CO.
19, QUEEN'S ROAD CENTRAL
FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1271]

JUST UNPACKED!

BEST AND MOST RELIABLE ARTICLE.

"CAREICKOO,"

SOAP SHRUNK
FOR Shirts, Pyjamas and Blouses;

ALSO Silk and Woolen Flannels.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 7th October, 1911. [1072]

STOCKTAKing SALE.
(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

of all kinds

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CUELLARAM,
56, Queen's Road.
Hongkong, 2nd October, 1911. [1217]

ON SALE

AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

[1197]

PUBLIC COMPANIES

HONGKONG COTTON SPINNING WEAVING & DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Offices of the General Managers TO-DAY (THURSDAY), the 19th October, 1911, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 17th October, 1911, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 5th October, 1911. [1247]

SOENGELI RAMPAH RUBBER COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of this Company will be held at No. 8A, DES VŒUX ROAD, Hongkong, on THURSDAY, the 2nd November, 1911, at 4.30 P.M., for the following purposes, viz.:—

1. To receive and consider the Balance Sheet; and

2. The Report of Directors.

3. To fix the Directors' Fees and retiring Auditors' Fee, to elect Auditor for the ensuing year, and to elect a Director.

4. To transact any other business that may arise.

Notice is hereby given that the TRANSFER BOOKS of the Company will be CLOSED from the 19th October to the 2nd November, 1911, both days inclusive.

By Order of the Directors,

C. N. G. WALKER,
Secretary,
86, Des Vœux Road, Hongkong.
Dated 16th October, 1911. [1276]

FOR SALE

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up.

BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October, 1911. [776]

FOR SALE.

YACHT "CASTLE PEAK" sails, anchors, accessories. On View. C. Y. C. anchorage.

For particulars apply,
Mr. OTTO KONG SING,
Solicitor,
12, Queen's Road Central.
Hongkong, 16th October, 1911. [1246]

FOR SALE.

A Moderate Price. 40 ACRES of LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle.

Apply to—Care of "Daily Press" Office.
Hongkong, 12th August, 1911. [1022]

FOR SALE.

DEERRINGTON, 7-Roomed House, Peal Road, beautiful situation.

For Terms, apply to—
C. SCHROETER,
Care of Messrs. GABELS, BORNER & Co.,
King's Buildings, IIIrd, Hongkong, 10th July, 1911. [1923]

FOR SALE.

GRACA & CO.,
PEDDER ST. (Hongkong Hotel Building),
Dealers in POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Fine Selection of FLOWER AND VEGETABLE SEEDS. Also for Sale

A few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Cut Stamps. Inspection Invited. [1221]

NEW CARTRIDGES.

BY popular English Manufacturers, in all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. [1272]

DENTISTRY

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From th University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [1163]

SIEU TING
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [1171]

INTIMATION

LANE, CRAWFORD & CO.,
(TELEPHONE 97.)

SPECIAL VALUE
IN
BLUE SERGE SUITS
from \$35.00 the suit.

DONEGAL and HARRIS
TWEEDS
FOR SPORTING SUITS.

The "CRAWFORD" Collar
Perfect Fit and Comfort
in 4 sizes.
1 1/2, 2, 2 1/2, 3 inches deep.

The "LANFORD" Collars
for Day and Evening Wear.
in 4 sizes.
2, 2 1/2, 3 inches deep.

LANE, CRAWFORD & CO. [1083]

NOTICES TO CONSIGNEES

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND:—
STERLING £1,500,000 at 2/ = \$15,000,000
SILVER ... \$15,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS

G. H. MEDHURST, Esq.—Chairman.

E. SHELLIM, Esq.—Deputy Chairman.

F. H. Armstrong, Esq. F. Lieb, Esq.

Andrew Forbes, Esq. W. L. Paffenden, Esq.

G. Friesland, Esq. Hoa. Mr. C. H. Ross.

C. S. Gabby, Esq. H. A. Siebs, Esq.

G. R. Laurenz, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

THE WILLIAMS DRAGOON BANK,

SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... \$10,000,000

Capital Subscribed (paid up) ... \$6,250,000

Reserve Fund ... \$2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy Sutow Taiwan

Canton Nagasaki Tamsui

Foochow Osaka Yokohama

Kelsing Shanghai

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., LTD.

BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of

2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 12 months 4 per cent. per annum.

Interest allowed on Current Accounts at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

Interest allowed on Current Accounts at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

NOTES ON THE JAPANESE NAVY

BY COMMANDER E. HAMILTON CURREY, R.N.

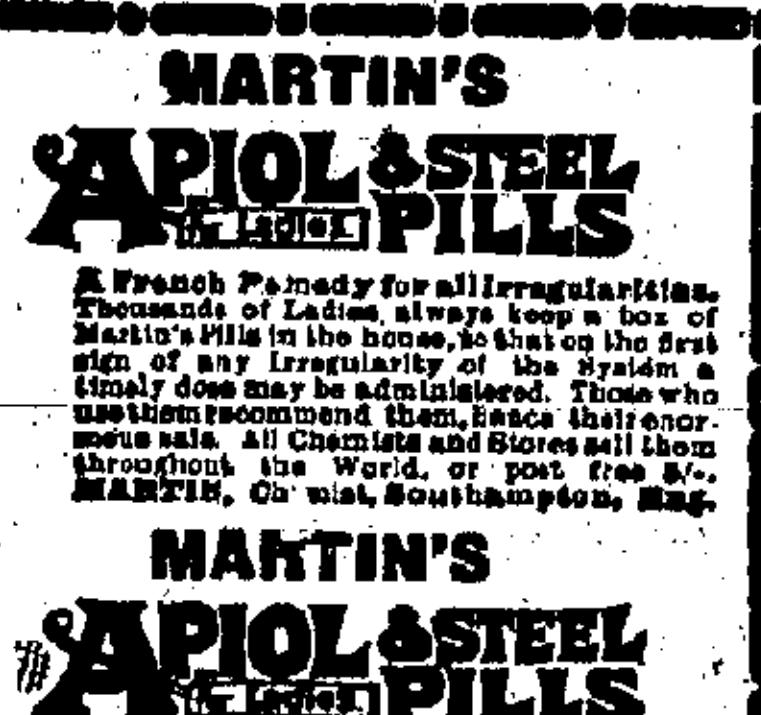
As a Rule
you find that the longer people have used it, the less inclined they are to go without it.



They know—they can tell from their teeth—how well the dentifrice does what they want; that food particles are never allowed to accumulate round teeth which are kept so beautifully clean. Then it contains the antiseptic properties needed, and it polishes without scratching the enamel, and is distinctly pleasant to use.

Your local Chemist or Store is sure to stock and sell it.
F.C. CALVERT & CO., Manchester, Eng.

487-1



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
HOJO, KANADA, NAMAZU, SAYO,
SHINNEN and KAMIYAMA, DA,

Collieries.

AGENTS FOR
KISHIDAKE AND SAKITO Coals.HEAD OFFICE—MARUNOUCHI,
TOKYO.

BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW,
Cable address for above, "IWASAKI"
Codes, AI, ABC 5th Ed., Western Union.

AGENTS:
YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs. GEARING & CO.
MANILA: Messrs. MACONRAY & CO.
SINGAPORE: Messrs. BOENHO CO., LTD.

For Particulars, apply to

Y. SHIBUYA,
Manager,No. 2, Pedder Street, Hongkong,
Hongkong, 10th August, 1911. [63]

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S
OLD VAT

NO. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILA
A. S. WATSON & CO., LTD.

1228



134

Speaking with a brother officer when the Russo-Japanese war broke out, the writer asked for an opinion, knowing that he had had exceptional opportunities of judging, as he had been in command of one of our own ships in China at the time of the war between that empire and Japan. "There is no question that the Japanese will win on the sea," he answered. "I saw them fight—the Chinese—and their organization was then perfection. It was so good as to be absolutely startling."

"And what have they been doing since that time?"

"Perfecting perfection," was the significant reply.

I sought enlightenment from yet another officer; this time, a soldier high in his profession, and who had also had exceptional opportunities of ascertaining the quality which resides in the Japanese as a fighting man. We know how they died in heaps in their attacks on Port Arthur; of how whole regiments went to certain death cheerfully and uncomplainingly. We read this in the newspapers at the time. What was the cause which underlay this apparent miracle?

Let me give the explanation as it was given to me.

"Because in their case death itself means far less than it does to the European, because when they go into battle they are surrounded by the spirits of their ancestors; their fathers and mothers, if dead, are watching them actually at the time; any hesitation would put the spirits of the dead to shame. That is an impossible thing for a Japanese fighting man to think of; therefore, whatever happens, he must go on. Also, were he to return to his home with any shadow of a stigma upon his fame, his wife would shut the door in his face, his mother would refuse to see him, the village community would request him to remove himself elsewhere—and there would be no 'elsewhere' for him to go. He would be a pariah and an outcast, with only the prospect of death by his own hand. The system destroys individuality to a great extent," said my informant, "but it constitutes of any armed Japanese force something terrible and efficient."

OUR SHARE IN HER NAVAL EVOLUTION.

There is also the point of view of the rise of Japan from the small and interesting little country that she was erroneously imagined to be by the arrogant European to one of the principal forces in the world to-day. Now again will Western nations scheme to take away from Japan that which she has won by conquest, as was the case after the conclusion of her war with China. When we think that in 1863 we fought fighting against the Japanese at the Straits of Shimonoseki, and at that epoch they were still using bows and arrows, we have a reminder how far they have travelled.

What makes her Navy so formidable is that like ourselves, she is an island empire, and that the supply of her sailors is no large. The nation which commands the services of men who are seamen by choice and by the circumstances of environment, is in a far better position than can ever be that of those others whose citizens are laboriously instructed in the whole art and mystery of the seaman, and who are drawn from among the land population. The rise of the Japanese Navy has incidentally been a source of great financial gain to England, as, up till the present, her battleships and cruisers have been mostly built in this country. In consequence, many millions of money have reached the coffers of the shipbuilding firms in the North, where Tyne and Clyde have eagerly competed for orders.

Looking back a decade, we are reminded of one thing, which is that at this period Japan had no old obsolescent warships to relegated to the scrapheap. The Mikasa, of 15,200 tons, built at Elswick, with an armament of forty 12-inch forty calibre guns, and fourteen 6-inch forty calibre guns, was then her latest ship; at that time the equal of any in the world. The Asahi, of similar tonnage and armament, was built at Clydebank, the Hatsuwa at Elswick. The Shikishima, of 14,850 tons, with identical armament, came from the Thames Ironworks. The Fuji and Yamashiro were constructed at Blackwall; their tonnage was 12,500, and they mounted four fewer 6-inch guns than their bigger sisters. The Idzumo and Iwate, of 9,800 tons, which carried four of the now obsolete 8-inch guns, were built at Elswick; as were also the Asama and Tokiwa, which were one-hundred tons less in burden. The Yukumo, 9,850 tons, was built at Stettin, and the Azuma, of 8,435 tons, was built at St. Nazaire.

It will be seen from this list all the enormous amount that was being spent abroad; also how the lion's share came into our own country. Already, however, even at this date, Japan was making tentative experiments in shipbuilding on her own account, and, at Kure and Yokosuka, were building the two small cruisers Nitaka and Tsurumi, of 3,420 tons.

THE ATTAINMENT OF SELF-RELIANCE.

To-day Japan has learnt her lesson: the best experts that our shipbuilding firms could produce have been tempted to the shores of the Island Empire by princely salaries. In future the money and the labour will both be Japanese, and, even in the highest posts requiring the greatest skill, the foreigner will be displaced.

Japan moves with the times by sea as well as by land, and those who provide the battleships of the world to outside customers must now seek fresh markets.

In 1905 the Kashima and Katori, of 16,400 tons, of the now obsolescent four big-gun type of battleship, were constructed for the Japanese at Elswick, by Vickers, respectively. In the same year and that following the Tsukuba and Ikoma, of 13,730 tons, were built in Japan. So were also the Setsuna, 19,250 tons, in 1906, and the Aki, 89,750 tons, in 1907.

These last two vessels differ from any of the European types in that they carry four 12-inch and twelve 10-inch guns. This, of course, is an enormously powerful armament, and was evolved just before the Dreadnought revolutionized the building of battleships. Now Japan, like all the rest of the world, has embarked on the all-big-gun pattern with the Kawachi and Asa, that are building at Kure and Yokosuka. They are to be of 20,750 tons, and to carry twelve 12-inch forty-five calibre guns, the number apparently depending upon whether the ahead and astern turrets are to carry two or three of these weapons. There are on the list of the Japanese Navy what none other possesses in modern days: that is to say, ships captured from the enemy now serving under the national flag. Thus, the Hizen (Iata Retriever), a battleship of 12,700 tons; the Suwo (ex-Pobeda), of 12,674 tons; the Asa (ex-Bayan) of 7,800 tons; the Surya (ex-Novik); and the Soya (ex-Variag). Japan has also a number of cruisers and small craft, also a very efficient torpedo destroy flotilla. She has lately started to build herself twelve submarines, and is experimenting with aerial craft: one naval dirigible and one aeroplane.

As far as these very latest means of destruction of your enemies are concerned, we shall probably find Japan content to act the

WM. POWELL,
LTD.

ENTIRELY NEW STOCK OF CARPETS
AXMINSTER AND VELVET
SEAMLESS SQUARES
WITH
HEARTHUGS TO MATCH.

FURNISHING DEPARTMENT.
PHONE 316.

[1130]

part of spectator until all the preliminary stages are past, when she will wisely avail herself of these experiences.

A glance at the map shows how well situated is the Island Empire for the great part she intends to play in the future upon the sea. She has a great and growing mercantile marine, being credited with the possession of some 1,800 steamers and 4,000 sailing ships in addition to the native craft that carry on the eastward trade; the total tonnage of merchant ships is rather over one million two hundred thousand tons. Lately we have renewed our treaty with Japan, somewhat to the annoyance of certain other Powers. We have been infinitely associated with Japan during the whole time of her evolution into a modern nation, and it is fair to say that the peoples of each country have learned something from the other. It has been to our mutual advantage and for that reason the treaty has endured. —*Pall Mall Gazette*.

VOICE CONVEYED THROUGH ROCK.

STRANGE WONDERS OF AEROPHONE.

For some weeks past experiments in wireless telephony have been conducted near Cleopstow, and their success has been remarkable.

The man who has made the latest discovery is a young scientist, Mr. H. Grindell Matthews, who was the other day made a member of the Royal Institution at an earlier age than that ever before recorded in the membership rolls of the institution.

Mr. Grindell Matthews has been the first to demonstrate the possibility of transmitting the human voice through all obstacles without the aid of wires. He submitted his discovery to a severe test in the presence of a number of experts. He was placed in the strong room of a big London commercial house and locked in with nine inches of armour steel, nine inches of firebrick, and six feet of concrete between him and the outer world.

By means of his small portable apparatus he carried on a conversation with an operator in another room on the other side of the building.

So distinct and faithful was the transmission that the experts in attendance were actually able to hear the tick of his watch, notwithstanding the almost impenetrable mass between the two instruments.

SPEAKING THROUGH ROCK.

This wonderful success convinced the inventor so thoroughly of the possibilities of the power he had been able to harness that he is contemplating a test through five miles of solid rock between Cleopstow and Tintern. In the meantime he is engaged in long-distance tests, and on Saturday he succeeded in speaking from Beachley, better known as the Old Passage, in Gloucestershire, to the New Passage, over five and a half miles away near the Severn Tunnel outlet, on the other side of the river. This success has met the condition laid down by the Government as the minimum distance for a test.

Mr. Grindell Matthews is, however, not content with what he has accomplished, and during the next fortnight he intends to conduct experiments between Cleopstow and Cardiff, a distance of about 25 miles, as the crown of, and the Lord Mayor of the city is to be asked to be present in order to conduct the first conversation with some other prominent public man at Cleopstow.

[This, of course, was largely due to the coming into force of the new law, reserving the coasting trade to Japanese ships.—*Ed. H.D.P.*

Mr. Grindell Matthews is making his present headquarters at the George Hotel, Cleopstow, and there is a constant stream of scientists and others to this hotel in search of information. During Saturday and Sunday two of the directors were with the inventor at the George Hotel, and on Sunday night Mr. Grindell Matthews left for London to personally choose the main-lifting kites to be used in the Cardiff Cleopstow.

In a conversation with our representative, Mr. Grindell Matthews explained that vibrations produced in the air by his apparatus did not take the form of the Hartmann waves, as in the Marconi system of wireless telegraphy. In fact, they were not waves at all, insomuch as the disturbances were of such high frequency that there was no appreciable break between them and their action was continuous rather than fitful and separate, as in the case of Hartmann waves.

With these fast new steamers, the Japanese hope to set the pace for their American rivals. With the chief American company they formerly ran a joint service under an agreement, which it was decided to terminate last year. There have been rumours, too, that the Norddeutscher Lloyd intends shortly to extend its many interests by inaugurating a trans-Pacific service. British shipping is well represented by the fine fleet of Canadian Pacific steamers running between Vancouver and the Far East, while the Blue Funnel Line is winning admiration from the silk merchants for the vigorous way in which it has maintained its fine and expeditious service across the Pacific.

There is talk in Japan of further interesting developments in connection with the European service of the Nippon Yusen Kaisha. The rivalry between this company and the Norddeutscher Lloyd, notably for passengers, is becoming keener. The German company sends some of its best and biggest ships to China and Japan, and although the Japanese company recently put several fine new vessels on the European service there is a feeling that the prestige of Japan, in the Orient as well as in Europe, would be increased if she took first place in the matter of the size of ships trading direct with European ports. It is stated that a scheme for building several ships of 10,000 tons or more is now under consideration.

Mr. Grindell Matthews is a man of striking personality. Deeply versed in the science of electricity, he is enthusiastic as to the advances

BECHSTEIN
PIANOS

SOLE AGENTS:
ROBINSONS.

THE
LEEDS FORGE CO., LTD., LEEDS

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of
PRESSED STEEL UNDERFRAMES and LOGIES and ALL-STEEL
RAILWAY WAGONS.

The Undesignated have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF HONGKONG LTD.

1186] Agents, BUTTERFIELD & SWIRE.

WEISMANN, LTD.

BAKERS.
CONFECTIONERS.
CATERERS.
RESTAURANTEURS.

14, DES VEXE ROAD, CENTRAL.

WO HING & CO.

NO. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF
HIGH-CLASS

SWATOW DRAWN WORK.

LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

INSPECTION SOLICITED, PRICES REASONABLE.
Hongkong, 12th April 1911.

[591]

SHIPPING IN PORT

PEORIA, British str. 2,744, A. Lockett, 11th October—San Francisco, 13th September, General—Pacific Mail Steamship Co.

PONTIANAK, German str. 998, W. Botefahr, 5th Oct.—Bangkok 20th Sept., Rice and Teakwood—Butterfield & Swire.

QUARTA, German str. 1,827, Danielsen, 15th Oct.—Java, 10th Oct., General—Sander, Wieber & Co.

SABINE RICKMERS, Dutch str. 573, D. E. Boeve, 16th Oct.—Swatow 15th October, Ballast—Asian Petroleum Co.

SIAM, British str. 992, Robt. A. Binns, 2nd Oct.—Singapore 23rd Sept., Kerioen oil—Asian Petroleum & Co.

SOSHU MARU, Japanese str. 1,119, K. Sugawara, 15th Oct.—Anping, Amoy via Swatow 14th Oct., General—Osaka Shosen Kaihatsu.

SUNGKIAH, British str. 997, H. Mathias, 1st Oct.—Haiphong 26th Sept., General—Butterfield & Swire.

CHIYUEN, Chinese str. 1,177, Wm. Jamieson, 17th Oct.—Shanghai 14th Oct., General—C. M. S. N. Co.

DAIYU MARU, Japanese str. 2,798, K. Kobayashi, 17th Oct.—Weihaiwan 12th October, Coal—Mitsubishi Goshi Kaisha.

TAMSY, British str. 999, M. Colloch, 17th Oct.—Chefoo 11th Oct., General—Butterfield & Swire.

DEWAWONGSE, German str. 2,518, Gathemann, 29th Sept.—Manila 25th Sept., Butterfield & Swire.

TJIBODAS, Dutch str. 2,578, Jurriansen, 23rd Sept.—Batavia 13th Sept., Sugar—Java—China—Japan Lijn.

FOOKSHANG, British str. 1,987, T. A. Mitchell, 17th Oct.—Calcutta and Singapore 10th Oct., General—Jardine, Matheson & Co.

FUKUJIMA, Japanese str. 1,946, S. Kumanawa, 4th Oct.—Mojii 26th Sept., Coal—Mitsubishi Goshi Kaisha.

HANGANG, British str. 1,356, S. Wide, 14th Oct.—Shanghai 14th October, General—Jardine, Matheson & Co.

SHIPPING

ARRIVALS.

ASTREA, British cruiser, 4,360, E. B. Kiddie, 18th Oct.—Yokohama 12th Oct.
CHENAN, British str., 18th Oct.—Canton.
DAIGI MARU, Japanese str., 1,569, H. Murayama, 18th Oct.—Tamsui, Amoy and Swatow 17th Oct., General—Osaka Shosen Kisha.
HAITAN, British str., 1,183, J. S. Roach, 13th October—Swatow 17th October, General—Douglas, Lapeyre & Co.
HONG WAN I., British str., 2,060, J. Mason, 18th Oct.—Singapore 12th Oct., General—Joe Tuck Seng.
JOHANNES, German str., 952, M. Tipland, 18th October—Swatow 17th October, General—Johnson & Co.
LUCILLE, British str., 4,100, J. Mathie, 17th Oct.—Manila 13th Oct., General—Bank Line, Ltd.
MATHILDE, German str., 831, Chr. Ulstrup, 18th Oct.—Swatow 17th Oct., General—Johnson & Co.
ONSANG, British str., 1,747, A. G. Smith, 18th October—China Wang Tao 11th October, Coal C. M. S. N. Co.
PAKLAT, German str., 1,018, Wenzel, 17th Oct.—Cebu 13th Oct.—Butterfield & Swire.
WELSH PRINCE, British str., 3,243, A. B. W. Sheppard, 18th Oct.—Koohong 16th Oct., General—Arnold, Karberg & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
18th October.
Eclipse, British barque, for New York.
Footsong, British str., for Shanghai.
Hangang, British str., for Shanghai.
Johanne, German str., for Saigon.
Locret, British str., for Haiphong.
Peklat, British str., for Singapore.
Soehu Maru, Japanese str., for Swatow.

DEPARTURES

18th October.
CARL DIEDERICHSEN, Ger. str., for Haiphong.
CHITSHING, British str., for Canton.
DERFLINGER, German str., for Europe, &c.
HANOT, French str., for Haiphong.
KWONGSAM, British str., for Canton.
NEOPHO, British str., for Yokohama.
TANSLI, British str., for Canton.

SHIPPING REPORT.
The British cruiser *Astrea* reports: Strong monsoon experienced.
The Brit. str. *Welsh Prince* reports: Strong N.E. wind and high sea.
The British str. *Haitan* reports: Fine clear weather and moderate N.E. winds.
The British str. *Hong Wan I.* reports: Moderate to strong N.E. gale with high sea.
The British str. *Oonsang* reports: Fine weather generally, N.E. winds and steady gales to Tung-Yung; after N.E. monsoon, fresh as far as Breaker Point, light outside.

PASSENGERS.

DEPARTED.
Per *Derflinger*, for Singapore, Mr. Leon Mooser, Mr. F. Nause, Mr. W. E. Bowerman, Col. and Mrs. Crampton, Miss N. Russel, Mrs. G. Russel, and Mr. E. H. Thiel; for Colombia, Miss Mary R. Cover, Miss M. C. Black and Mr. Wirth; for Genoa, Mr. A. van Aalst, Mr. L. A. Wright, Mr. and Mrs. Arensma, Lieut. E. E. Kohl, and Mr. Carl H. Kelling; for London, Mr. E. L. Lewis; for Hamburg, Mr. A. Hagnau, Mr. K. V. Wicht, Mr. Kessner and Mr. Michaelis.

STEAMERS PASSED THE CANAL.

Oct. 3rd—Carnarvonshire, E. F. Ferdinand, Hitachi Maru, Maclawon, Palermo, Indrailli, 7th—Achilles, Indrailli, Palawan, Slavonia, Socorro, 10th—Aja, Ambria, Breda, Indrailli, Lothian, Ningpo, Peiping, Sithonia, Indrailli, 13th—Huelva, Miyasaki Maru, Princess Alice, Stentor, Tango Maru, Tsurune, 17th—Troyan, Myradon, Nippon, Ping Suey, Sardinia.

ARRIVALS AT HOME.

Oct. 17th—Astyan, Bonn, Briegaria, Glentogean, Glentogean, Silesia, Jersey.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. Co. str. *Korea* arrived at Manila on the 15th inst., and leaves there on the 20th inst., and is due to arrive at Hongkong on the 22nd inst., at daylight.

The T.K.K. str. *Shinto Maru* with U.S. mails arrived at Yokohama on the 14th instant, sails thence on the 16th instant for Hongkong, and is expected to arrive here on or about the 24th instant.

The P. M. S. S. Co. str. *Siberia* was dispatched from San Francisco on the 4th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 31st inst.

The T.K.K. str. *Shinto Maru* with U.S. mails arrived at Yokohama on the 11th instant, sails thence on the 16th instant for Hongkong, and is due to arrive here on or about the 24th instant.

The P. M. S. S. Co. str. *China* was dispatched from San Francisco on the 11th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 7th prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans* left Port Darwin on the 9th inst. for Manila and this port.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of India* arrived at Yokohama at 2 p.m. on the 18th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 4 p.m. on the 19th inst.

THE GERMAN MAIL.

The E.G.M. str. *Yorck*, carrying the German Mail with dates from Berlin of the 20th ult., left Singapore on the 14th inst., at midnight, and may be expected here to-day at 5 a.m.

THE INDIAN MAIL.

The Indo-China str. *Kameiwa* from Calcutta left Singapore on the 14th inst., and is due here on or about the 21st inst.

MERCHANT SHIPS.

The Russian str. *Sibir* left Moji on the 13th inst. for this port, and is due to arrive here to-day.

The Hamburg-Amerika Linie str. *Friesen* left Singapore on the 13th inst., p.m., and may be expected here to-day a.m.

The P. & O. S. N. Co.'s str. *Nasir* left Singapore for this port on the 14th inst., at 6 a.m., and is due here to-day at about 6 a.m.

The P. & O. S. N. Co.'s str. *Ceylon* left Singapore for this port on the 15th inst., at 7 a.m., and is due here to-morrow at about 4 p.m.

The str. *Glenstrae* passed the Suez Canal on the 29th ultmo, and is due here on or about the 31st inst.

The T.K.K. str. *Hongkong Maru* sailed from Manzanillo on the 9th instant for Hongkong, and is expected to arrive at this port on or about the 27th prox.

The Morni Linie str. *Lothian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

The Olof Wijk & Co. str. *Peking* left Port Said on the 8th inst., and is expected here on or about the 7th prox.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," midway between Hongkong "h," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

VESSELS ADVERTISED AS LOADING.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BRUTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANIA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le'More	P. & O. S. N. Co.	About 1st Nov.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & CO., LTD.	About 11th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BLGRAVIA	Ger. str.	k. w.	v. Dohrs	HAMBURG-AMERIKA LINIE	On 24th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 11th Nov.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ACADIA	Ger. str.	k. w.	Lanning	HAMBURG-AMERIKA LINIE	On 16th Nov.
HAYRE & BREMEN & HAMBURG, &c.	SEVENISLANDA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BAKERN	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 8th Nov.
HAYRE & HAMBURG VIA STRAITS, &c.	ERZBERG	Ger. str.	k. w.	Sandstedt	HAMBURG-AMERIKA LINIE	On 21st Nov.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Higino	NIPPON YUSEN KAISHA	On 8th Nov., at D'light
VICTORIA, C.B. & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jap. str.	—	Iriizawa	OSAKA SHOSEN KAISHA	On 1st Nov., at 11 A.M.
VICTORIA, C.B. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th Nov., at Noon.
VICTORIA, C.B. & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	Raiich	OSAKA SHOSEN KAISHA	On 14th Nov., at 11 A.M.
BOSTON & NEW YORK	WELSH PRINCE	Aus. str.	—	Shopard	SANDER, WIELER & CO., LTD.	On 24th inst., at 2 P.M.
BOSTON & NEW YORK	SAIN PATRICK	Aus. str.	—	Dodwell & Co., LTD.	DODWELL & CO., LTD.	To-day
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	LUCEBIC	Brit. str.	1 m.	J. Mathie	THE BANK LINE, LIMITED	About 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	S. Robinson	CANADIAN PACIFIC R. CO.	On 4th Nov. at 6 P.M.
MONTEAGLE	MONTEAGLE	Brit. str.	—	W. Davison	PACIFIC MAIL S.S. CO.	On 30th Dec., at Noon
PESSIA	PESSIA	Brit. str.	—	A. Lookett	PACIFIC MAIL S.S. CO.	To-morrow, at 1 P.M.
KOREA	TAIWAN	Am. str.	—	H. S. Smith	TOYO KAISEN KAISHA	On 23rd inst., at 1 P.M.
SHINYO MARU	SHINYO MARU	Jap. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 2nd Nov., at Noon.
ST. ALBANS	BITACHI MARU	Brit. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
ST. ALBANS	YAWATA MARU	Brit. str.	—	H. Bremer	MELCHERS & CO., LTD.	On 4th Nov., at 10 A.M.
YUKI	YUKI	Brit. str.	—	T. Yamawaki	GIBS, LIVINGSTON & CO.	On 11th Nov.
YUKI	YUKI	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
YUKI	YUKI	Brit. str.	—	H. Koops	JAVA-CHINA-JAPAN LINER	Quick despatch.
YUKI	YUKI	Brit. str.	—	—	TOYO KAISEN KAISHA	On 13th Dec., at Noon
YUKI	YUKI	Brit. str.	—	W. Mitchie	BUTTERFIELD & SWIRE	On 22nd inst., at D'light.
YUKI	YUKI	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LTD.	On 26th inst., at Noon.
YUKI	YUKI	Brit. str.	—	H. A. Hards	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YUKI	YUKI	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & CO., LTD.	On 21st inst., at 4 P.M.
YUKI	YUKI	Brit. str.	—	J. Randermann	MELCHERS & CO., LTD.	To-day, at Noon.
YUKI	YUKI	Brit. str.	—	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	About 18th inst.
YUKI	YUKI	Brit. str.	—	F. E. Andrews	P. & O. S. N. CO.	On 24th inst., at Daylight
YUKI	YUKI	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight
YUKI	YUKI	Brit. str.	—	P. & O. S. N. CO.	On 21st inst., at Daylight	
YUKI	YUKI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at M'night
YUKI	YUKI	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	On 22nd inst., at 10 A.M.
YUKI	YUKI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at D'light
YUKI	YUKI	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst.
YUKI	YUKI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
YUKI	YUKI	Brit. str.	—	—	—	About 26th inst.
YUKI	YUKI	Brit. str.	—	—	—	On 27th inst., at 11 A.M.
YUKI	YUKI	Brit. str.	—	—	—	On 28th inst., at Noon.
YUKI	YUKI	Brit. str.	—	—	—	About 10th Nov.
YUKI	YUKI	Brit. str.	—	—	—	Quick despatch.
YUKI	YUKI	Brit. str.	—	—	—	To-day, at 10 A.M.
YUKI	YUKI	Brit. str.	—	—	—	On 22nd inst., at 10 A.M.
YUKI	YUKI	Brit. str.	—	—	—	On 25th inst., at 10 A.M.
YUKI	YUKI	Brit. str.	—	—	—	To-morrow, at Noon.
YUKI	YUKI	Brit. str.	—	—	—	On 26th inst

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. F. E. Andrews, R.N.	Daylight 20th Oct.	Freight and Passage.
	CEYLON Capt. A. E. Baker,	Daylight 21st Oct.	Freight only
SHANGHAI	ARCADIA Capt. S. Barham,	About 26th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey,	Noon, 28th Oct.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE.	SUMATRA Capt. W. R. Le Mare, R.N.	About 1st Nov.	Freight and Passage.
SAYD and MARESILLES	MANG, COLOMBO, PORT Capt. W. R. Le Mare, R.N.	1st Nov.	Passage.

For Further Particulars apply to—

E. A. HEWETT,

Superintendent.

Hongkong, 19th October, 1911.

[1]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 19th Oct., 4 P.M.
MANILA, ZAMBANGA, THURS. DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS-	"TAIYUAN"	On 19th Oct., 4 P.M.
BANE, SYDNEY & MELBOURNE	"KWEILIN"	On 21st Oct., 4 P.M.
CHEFOO and NEWCHWANG	"LINAN"	On 21st Oct., Night.
SHANGHAI	"KUEICHOW"	On 22nd Oct., Daylight.
WEIHAIWEI, and TIENSIN	"KAI FONG"	On 24th Oct., 4 P.M.
MANILA, ILOO and CEBU	"CHINHUA"	On 26th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 28th Oct., Night.
MANILA, CEBU and ILLOO	"TAMING"	On 31st Oct., 4 P.M.
MANILA, ILOO and CEBU	"TEAN"	On 7th Nov., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	"LINTAN"	Twice Weekly.
S. LINTAN" and S.S. "SANIT"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$45..... RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.

[10]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Thursday, 19th Oct., Noon.
TIENTSIN	"CHIPSHING"	Friday, 20th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 24th Oct., Daylight.
SANDAKAN	"MAUSANG"	Wednesday, 25th Oct., Noon.
WEIHAIWEI, CHEFOO and TINGSANG	"YUENSANG"	Thursday, 26th Oct., Noon.
NEWCHWANG	"TINGSANG"	Friday, 27th Oct., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).
The Steamers "KUTSANG," "NAMEANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtau, Weihaiwei, Chefooo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Labuan, Simporna, Tawau, Uukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Hongkong, 19th October, 1911.

[15]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

**SWATOW, AMOY AND FOOCHOW
AND RETURN.**

(Occupying 9 to 10 Days).

FOR	STEAMERS	LEAVING
"HAIYAN"	Capt. J. S. Roach,	FRIDAY, 20th Oct., at Noon.
"HAICHING"	Capt. W. C. Passmore,	TUESDAY, 24th Oct., at Noon.
"HAIYANG"	Capt. J. W. Evans,	FRIDAY, 27th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LA PRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 18th October, 1911.

[9]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFAHRS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO,

MARESILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Livorno, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward,

OUTWARD.	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BELGRAVIA	24th Oct.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG: S.S. SENEGAMBIA	28th Oct.
S.S. FREIENFELS	FOR HAVRE & HAMBURG:	16th Nov.
S.S. SLAVONIA	S.S. BAYERN	16th Nov.
S.S. SCANDIA	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SACHSEN	11th Nov.
S.S. SPEZIA	FOR HAVRE & HAMBURG:	14th Dec.
S.S. SEGOVIA	S.S. ARACADA	16th Nov.
S.S. SILESIA	FOR HAVRE & HAMBURG:	27th Dec.
S.S. AMBRIA	S.S. FREIENFELS	10th Jan.
S.S. GOLDENFELS	FOR HAVRE & HAMBURG:	24th Jan.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th October, 1911.

[12]

TOYO KISEN KAISHA

**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov. at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec. at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec. at Noon.
TENTO MAEU	21,000	E. Bent	FRIDAY, 29th Dec. at Noon

* Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

For Further Particulars apply to—
E. A. HEWETT,

Superintendent.

[1]

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers from COLOMBO to	Due
COLOMBO	HONGKONG	MARSEILLES & LONDON	MARSEILLES (Brindisi) 2 days earlier
			PLYMOUTH (London)
			1 day later

Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	110		

THE RUSSIAN GOVERNMENT ORDERED

200 "BRUNSVIGAS"

CALCULATING MACHINE

More than 18,000 sold all over the World.

GRIMME, NATALIS & CO.,

DRAUSCHWEIG.

Will be sent to your Office for inspection you will kindly apply to

Sole Representative for Hongkong and China

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 13th October, 1911.

COMMERCIAL.

**EXCHANGE
CLOSING QUOTATIONS.**

October 18th.

ON LONDON.—
Telegraphic Transfer 193
Bank Bills, on demand 193
Bank Bills, at 30 days' sight 193
Bank Bills, at 4 months' sight 193
Credits, at 4 months' sight 193
Documentary Bills 4 months' sight 193

ON PARIS.—
Bank Bills, on demand 227
Credits, at 4 months' sight 232

ON GERMANY.—
On demand 185

ON NEW YORK.—
Bank Bills, on demand 43
Credits, at 60 days' sight 44

ON BOMBAY.—
Telegraphic Transfer 134

Bank, on demand 134

ON CALCUTTA.—
Telegraphic Transfer 134

Bank, on demand 134

ON SHANGHAI.—
Bank, at sight 75
Private, 30 days' sight 76

ON YOKOHAMA.—On demand 88

ON MANILA.—On demand—Pesos 88

ON SINGAPORE.—On demand 77

ON BATAVIA.—On demand 103

ON HONGKONG.—On demand 3 7 pm

ON SAIGON.—On demand 3 7 pm

ON BANGKOK.—On demand 54

SOVEREIGN, Bank's Buying Rate \$11.00

GOLD LEAF, 100 fine, per tael \$58.00

BAR SILVER, per oz. 2416

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces \$5.50 discount

Chinese 10 " \$5.10

Hongkong 20 " \$5.22

Hongkong 10 " \$5.00

THE CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca

**A LUXURY TO
THE MAN**

OF TASTE

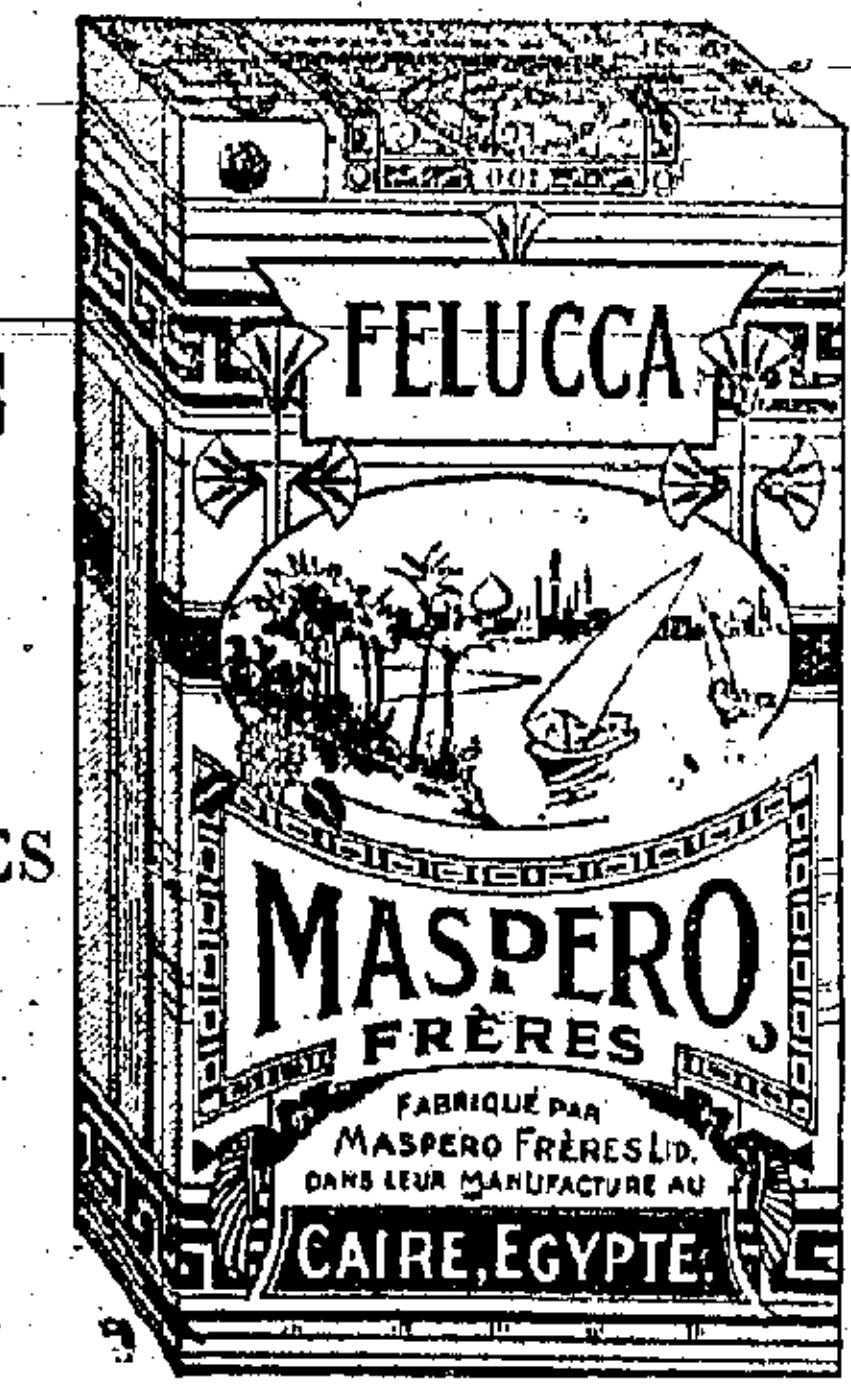
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



Kios-Cigarettes

First class
in quality and packing

E. ROBERT BÖHME
DRESDEN.

Türk Tabak & Cigaretten-Fabrik „Kios“ o. E. Robert Böhme, Dresden.

Hongkong, 13th October, 1911.

SHARE LIST.—QUOTATIONS. HONGKONG, OCTOBER 18TH, 1911.

STOCKS.

NO. OF SHARES. VALUE PAID UP. CLOSING QUOTATIONS CASH.

BANKS.
Hongkong & Shanghai Bank Corporation 120,000 \$125 all \$910, sales
China Borneo Company, Limited 60,000 \$12 all \$81
China Light and Power Company, Limited 50,000 \$5 all \$103, sellers
China Provident, Loan & Mortgage Co., Ltd., COTTON MILLS.—

Ewo Cotton Spinn. & Weaving Co., Ltd. 20,000 Tls. 50 all Tls. 95.
Hongkong Cotton Spinning Co., Ltd. 125,000 \$10 all 85, sellers
International Cotton Manufac. Co., Ltd. 10,000 Tls. 75 all Tls. 45.
Lam-Kung-Mow C. Spin. & Weav. Co., Ltd. 8,000 Tls. 100 all Tls. 64.
Soy Chee Cotton Spinning Co., Limited 20,000 Tls. 50 all Tls. 28.
Dairy Farm Company, Limited 40,000 \$74 all \$21 1/2, ex div.

DOGS AND WHALES.—

Hong Kong & Kowloon Wharf & G. Co., Ltd. 60,000 \$50 all \$50
Hongkong and Whampoa Dock Co., Ltd. 50,000 \$50 all \$50 sales
New Amoy Dock Co., Limited 10,000 \$63 all 87, sellers
Shanghai Dock and Engineering Co., Ltd. 55,700 Tls. 100 all Tls. 60 sales
Shanghai and Hongkong Wharf Co., Ltd. 36,000 Tls. 100 all Tls. 84

Green Island Cement Co., Limited 400,000 \$10 all \$420, sellers

Hongkong and China Gas Co., Limited 7,000 \$10 all \$240
Hongkong Electric Co., Limited 60,000 \$10 all \$22, buyers

Hongkong Hotel Company, Limited 8,000 \$50 all \$75

Manila Metropole Hotel Limited 15,000 Pa. 10 all \$11

Hongkong Ice Company, Limited 50,000 \$10 all \$165

Hongkong Ropeway Manufacturing Co., Limited 60,000 \$10 all \$18, buyers

Hongkong & South China Steam Fisheries Co., Ltd. 15,000 \$10 all \$7, sellers

INSURANCES.—

Canton Insurance Office Co., Limited 10,000 \$250 all \$216

China Fire Insurance Co., Limited 20,000 \$100 all \$127 1/2

China Traders Insurance Co., Limited 24,000 \$83.33 all \$105.

Hongkong Fire Insurance Co., Limited 8,000 \$250 all \$250, sellers

North-China Insurance Co., Limited 10,000 \$15 all \$164

Union Insurance Society, Limited 12,400 \$250 all \$100, buyers

Yung Lo Insurance Association, Limited 12,000 \$100 all \$225, @ Ex 73

LANDS AND BUILDINGS.—

Hongkong Land Invest. Agency Co., Ltd. 50,000 \$100 all \$101, buyers

Humphreys' Estate and Finance Co., Ltd. 150,000 \$10 all \$73, sellers

Kowloon Land and Building Co., Ltd. 6,000 \$50 all \$30

Shanghai Land Investment Co., Limited 78,000 Tls. 50 all Tls. 101

West Point Building Co., Limited 12,500 \$50 all \$47

MINING.—

Société Française des Charb'ges du Tonkin 16,000 \$250 all \$700.

Raub Australian Gold Mining Co., Ltd. 200,000 £1 all \$320, sales & bn.

25,000 \$10 all \$113

Peak Tramways Co., Limited 50,000 \$10 all \$1, buyers

Philippine Co., Limited 75,000 \$10 all \$5, buyers

REFINERIES.—

China Sugar Refining Co., Limited 20,000 \$100 all \$13.7 sellers

Lukon Sugar Refining Co., Limited 7,000 \$100 all \$37, sellers

STEAMSHIP COMPANIES.—

China and Manila Steamship Co., Ltd. 30,000 \$25 all \$113

Douglas Steamship Co., Limited 20,000 \$50 all \$21 1/2

Hongkong, Canton & Macao S. B. Co., Ltd. 80,000 \$15 all \$27

Indo-China Steam Navigation Co., Ltd. 60,000 pref. £5 all \$60, £150 10/-

Shell Transport & Trading Co., Limited 2,500,000 £1 all \$44, sellers

Star Ferry Company, Limited 10,000 \$10 all \$27

South China Morning Post, Limited 6,000 \$25 all \$25

Steam Laundry Company, Limited 20,000 \$5 all \$6, buyers

CAMPBELL, MOORE & CO., LIMITED 1,200 \$10 all \$12, buyers

Wm. POWELL, LIMITED 15,000 \$7 all \$24, buyers

WATKINS, LIMITED 10,000 \$10 all \$24

A. S. WATSON & CO., LIMITED 95,000 \$10 all \$51

WEISSENBACH, LIMITED 3,000 \$10 all \$15, buyers

H. PRICE & CO., LTD. 15,000 \$10 all \$10

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED 9,900 ordy. \$10 all \$10

UNION WATERBOAT CO., LIMITED 100 fidm. \$10 all \$10

50,000 \$10 all \$300

BUBBER.—

DAILY WIRE 4/43 per lb.

LEADS. AMOUNT. VALUE. INTEREST. QUOTATION.

CHINESE IMPERIAL 1886 Tls. 767,200 Tls. 250 7% p. annum PAR.

VERNON & SMYTH, Share-Brokers.

**THE LATEST IN OIL ENGINES.
PITTER'S SEMI-DIESEL CRUDE OIL ENGINE**

FROM 10 TO 50 BRAKE HORSE-POWER.

These Engines are intended for Electric Light or Pumping Stations, Factories or industrial purposes generally.

The outstanding feature of merit is the low working cost which compares favourably with Suction Gas.

WILLIAM C. JACK & CO., LTD.
SOLE AGENTS,
14, DES VILLE ROAD, CENTRAL,
HONGKONG.

No late fee
Letters 11.00 a m

Printed Matter and Samples 10.00 a m

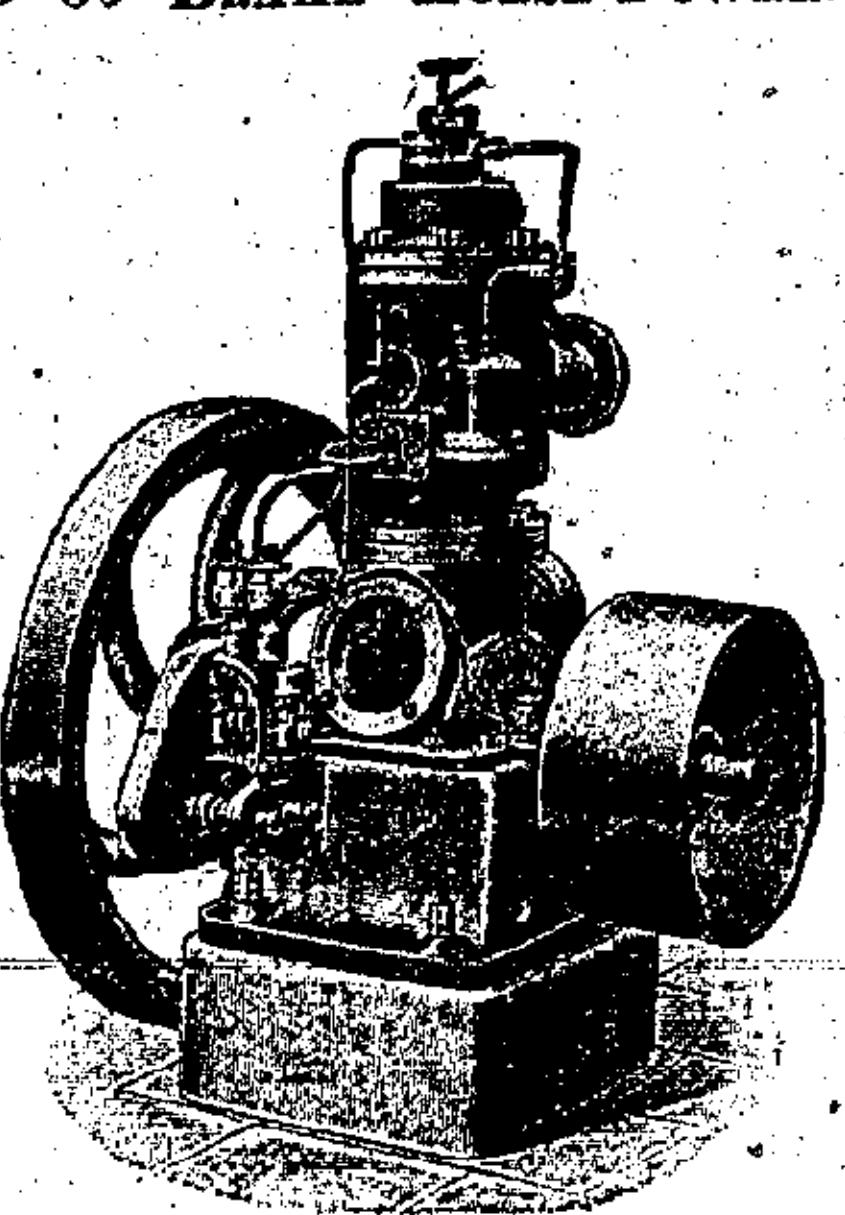
Registration 10.15 a m

(Registration, with late fee of 10 cents, up to 11.00 a m.)

Registration, Kawloon B.O. 9.30 a m

No late fee
Letters 11.00 a m

137



TO-DAY

Noon—Thirty-third Ordinary Meeting of Canton Insurance Office, Ltd.

VISITORS TO CANTON
Should Purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

FORTHCOMING EVENTS.

Monday, 23rd Oct.—Auction of Crown Land at Kennedy Town by Public Works Dept., 3 p.m.

By CAPTAIN C. V. LLOYD,
With Illustrations, Maps and Plans.
Price \$1.75

On Sale at:

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH

Canton: Messrs. BREWER & CO.

Messrs. A. S